These vehicles (or engines) shall be supplied for testing at such time and place and for such reasonable periods as the Administrator may require. Heavy-duty engines supplied under this paragraph may be required to be mounted in chassis and appropriately equipped for operation on a chassis dynamometer.

(b)(1) Any manufacturer of light-duty vehicles or light-duty trucks obtaining certification under this part shall notify the Administrator, on a yearly basis, of the number of vehicles domestically produced for sale in the United States and the number of vehicles produced and imported for sale in the United States during the preceding year. Such information shall also include the number of vehicles produced for sale pursuant to §88.204–94(b) of this chapter. A manufacturer may elect to provide this information every 60 days instead of yearly by combining it with the notification required under §86.079–36. The notification must be submitted 30 days after the close of the reporting period. A manufacturer may combine the information required under §86.1712(b) with the information included in paragraphs (b)(1) (i) through (iv) of this section into the report required under this section. The vehicle production information required shall be submitted as follows:

(i) Total production volume expressed in terms of units produced;

(ii) Model type production volume, expressed for each model type in terms of units produced and as a percentage of total production;

(iii) Base level production volume, expressed for each base level in terms of units produced and as percentage of:

(A) Total production of its respective model type(s), and

(B) Total production; and

(iv) Vehicle configuration production volume, expressed for each vehicle configuration in terms of units produced, and as a percentage of the total production of its respective base level. In addition, each vehicle configuration shall be identified by its appropriate engine-system combination.

(2) All light-duty vehicles and light-duty trucks covered by a certificate of conformity under §86.082–30(a) shall be adjusted by the manufacturer to the ignition or injection timing specification detailed in §86.079–36(a)(1)(iii)(D).

(c) Any heavy-duty engine or gasoline-fueled heavy-duty vehicle manufacturer obtaining certification under this part shall notify the Administrator, on a yearly basis, of the number of engines or vehicles of such engine family-evaporative emission family-engine displacement-exhaust emission control system-fuel system combination produced for sale in the United States during the preceding year.

(d) The following definitions apply to this section:

(1) *Model type* means a unique combination of car line, basic engine, and transmission class.

(2) *Base level* means a unique combination of basic engine, inertia weight, and transmission class.

(3) *Vehicle configuration* means a unique combination of basic engine, engine code, inertia weight, transmission configuration, and axle ratio within a base level.

[48 FR 1455, Jan. 12, 1983, as amended at 59 FR 50073, Sept. 30, 1994; 62 FR 31233, June 6, 1997]

EFFECTIVE DATE NOTE: At 62 FR 31233, June 6, 1997, §86.085–37 was amended by revising paragraph (b)(1) introductory text. That text contains information collection and recordkeeping requirements and will not become effective until approval has been given by the Office of Management and Budget.

§86.087–2 Definitions.

Composite particulate standard for a manufacturer which elects to average diesel light-duty vehicles and diesel light-duty trucks with a loaded vehicle weight equal to or less than 3,750 lbs (LDDT1s) together in the particulate averaging program, means that standard calculated according to the following equation and rounded to the nearest hundredth gram per mile:

$$\frac{(\text{PROD}_{\text{LDV}})(\text{STD}_{\text{LDV}})+(\text{PROD}_{\text{LDDT}^1})(\text{STD}_{\text{LDDT}^1})}{(\text{PROD}_{\text{LDV}})+(\text{PROD}_{\text{LDDT}^1})} = \text{Manufacturer composite particulate standard}$$

Where:

PROD_{LDV} represents the manufacturer's total light-duty vehicle production for those engine families being included in the average for a given model year.

STD_{LDV} represents the light-duty vehicle particulate standard.

$\text{PROD}_{\text{LDDTl}}$ represents the manufacturer's total diesel light-duty truck production for those engine families with a loaded vehicle weight equal to or less than 3,750 lbs which are being included in the average for a given model year.

$\text{STD}_{\text{LDDTl}}$ represents the light-duty truck particulate standard for diesel light-duty trucks with a loaded vehicle weight equal to or less than 3,750 lbs.

Production-weighted average means the manufacturer's production-weighted average particulate emission level, for certification purposes, of all of its diesel engine families included in the particulate averaging program. It is calculated at the end of the model year by multiplying each family particulate emission limit by its respective production, summing these terms, and dividing the sum by the total production of the affected families. Those vehicles produced for sale in California or at high altitude shall each be averaged separately from those produced for sale in any other area. Diesel light-duty trucks with a loaded vehicle weight equal to or greater than 3,751 lbs (LDDT2s) shall only be averaged with other diesel light-duty trucks with a loaded vehicle weight equal to or greater than 3,751 lbs produced by that manufacturer.

[53 FR 43875, Oct. 31, 1988]

§ 86.088–2 Definitions.

The definitions in § 86.085–2 remain effective. The definitions in this section apply beginning with the 1988 model year.

Composite NO_X standard, for a manufacturer which elects to average light-duty trucks subject to the NO_X standard of § 86.088–9(a)(iii)(A) together with those subject to the NO_X standard of § 86.088–9(a)(iii)(B) in the light-duty truck NO_X averaging program, means that standard calculated according to the following equation and rounded to the nearest one-tenth gram per mile:

$$\frac{\left[(\text{PROD}_{\text{A}})(\text{STD}_{\text{A}})+(\text{PROD}_{\text{B}})(\text{STD}_{\text{B}})\right]}{\left[(\text{PROD}_{\text{A}})+(\text{PROD}_{\text{B}})\right]} = \text{Manufacturer's Composite NO}_{\text{x}}\text{ Standard,}$$

Where:

PROD_{A} = The manufacturer's total light-duty truck production for those engine families subject to the standard of § 86.088–9(a)(iii)(A) and included in the average for a given model year,

STD_{A} = The NO_X standard of § 86.088–9(a)(iii)(A),

PROD_{B} = The manufacturer's total light-duty truck production for those engine families subject to the standard of § 86.088–9(a)(iii)(B) and included in the average for a given model year, and

STD_{B} = The NO_X standard of § 86.088–9(a)(iii)(B).

Critical emission-related components are those components which are designed primarily for emission control, or whose failure may result in a significant increase in emissions accompanied by no significant impairment (or perhaps even an improvement) in performance, driveability, and/or fuel economy as determined by the Administrator.

Critical emission-related maintenance means that maintenance to be performed on critical emission-related components.